List of Dissertation Abstract　(Department of Risk Management and Environmental Sciences)			
Name	Supervisor	Title	Abstract
KOSUGI TATSUHIKO	SHIBUTANI TADAHIRO	A Study on the mismatch between admission policy and applicants in university entrance examinations	As educational reforms in high schools and universities continue, the basic principles of admission selection are undergoing a major shift. Specifically, the main purpose of conventional entrance examinations has been "selection of students by universities", but in the future, entrance examinations will shift to the stage of "matching between universities and students". Universities are expected to establish a variety of distinctive admission policies (hereinafter referred to as "AP") in accordance with their own educational philosophy, educational objectives, and curricular characteristics, and to design their admission selection methods in accordance with these policies, in order to find the students, they seek rather than narrowing them down by selection. At the same time, applicants are not chosen by the university, but are expected to independently select a university according to AP in line with the educational philosophy and characteristics of the university (faculty or department). This is where the matching and mismatching between universities and students occurs, and where uncertainty exists. In this study, I consider them as risks, and believe that an approach for better matching is necessary. Some universities have developed their own mechanisms for matching universities and applicants, but as educational reform progresses, evaluation criteria are changing, such as evaluation based on qualities and overall ability, which, unlike grades and other factors, are difficult to score, and matching with the image of students sought. These factors led me to believe that a new approach to matching would be necessary. Therefore, the paper is organized according to the following

			structure. First, in Chapter 1, as an introduction, the purpose of the study and the definitions of the main terms that form the premise of the study are described. Next, Chapter 2 summarizes the policy changes in university entrance examinations in Japan with a chronological table, focusing on the events related to AP. In Chapter 3, using the SWOT analysis frame, a detailed analysis is conducted on the past university entrance examinations, i.e., "selective entrance examinations," and the current university entrance examinations, i.e., "matching entrance examinations," and the differences in characteristics between the two are summarized. In addition, using the TOWS analysis frame, I consider matching as a risk to the objectives of both universities and applicants, and conduct a detailed analysis of the future direction of university entrance selection. In Chapter 4, after organizing the basic information that is the premise of AP, I systematize the prior research issues in the matching process between AP and applicants, focusing on the Central Council for Education's report, "Improving the Connection between Primary and Secondary Education. " Chapter 5 systematizes the issues in the matching process between AP and applicants, respectively, based on the general cases collected through interviews in the field, following the same procedure as in Chapter 4. Finally, in Chapter 6, based on the results of these surveys, the elements for detecting mismatching are organized and systematized as a frame. In addition, it examines countermeasures against mismatching using this frame, verifies their effectiveness, and makes recommendations for the use of this frame.

FAMAKINWA OTITONIYI AYO	Tadahiro SHIBUTANI	The Environmental Effect on Condition Based Monitoring of Cylinder Liners by Machine Learning & Oil Analysis	Risk management of cylinder liners mechanical failure of the slow speed of 2-stroke marine engine needs regular maintenances. This dissertation will improve the application of Condition Based Maintenance considering the environmental effect on marine slow-speed 2-stroke engines. A total of 2 ships for the North Pacific Ocean and 2 ships for the South Pacific Ocean was monitored for the project. The used oil was analysed using XRF for wear quantification and machine learning was used on the results to correlate elements. Based on the wear quantity wear progression was estimated to evaluate the remaining useful life of the cylinder liners.